

CABLE, FRENCH ATLANTIC

FROM PLYMOUTH MEMORIAL AND ROCK -

FRIDAY, JULY 30th. 1869.

FRENCH ATLANTIC CABLE.

Its Organization and Construction. The Cable Fleet. Arrival And Landing.
LAND COMMUNICATION. RECEPTION. Ceremonies. Dinner, speeches, Levee, Etc.

Following the Jubilee comes the Cable. French in inception, English in construction, and AMERICAN in finale. So steady, rapid and unobstructive in its approach as to take the public by surprise and catch its own managers napping. unexpected and unprepared for the sudden advent of its occidental terminus.

THE ORGANIZATION.

The enterprise itself had its origin in the FRANCO-ENGLISH rivalry which inspires every Frenchman. from the EMPEROR to the peasant, in the race for national superiority, the exorbitant taxation of the old monopoly, and the more direct communication with continental interests. The Imperial seal covers a grant of the sole use and profit of an ocean telegraph from BREST to BOSTON for twenty years, under the following conditions: Forty thousand dollars to be paid down as security for the performance of the work; no soil foreign to that of FRANCE and the UNITED STATES to be touched in the transit. The price of dispatches not to exceed twenty dollars for twenty words; the company to have the right of working the cable for twenty years from the first of September. The subscriptions for stock were opened, the capital was placed at six million dollars, in sixty thousand shares, which were at once taken by French capitalists and others in England and on the Continent. The grantees are the banking house of ERLANGER & CO. of PARIS, and the notable telegraph of REUTER & CO. of LONDON. It is largely owned in LONDON, has its financial office there, but strictly under French government protection and rule. It leaves BREST, a considerable seaport in the northwestern coast of FRANCE near the entrance to the English Channel, in long. 4 west, running a due west course to the Island of St. PIERRE and Newfoundland, then in an air line to Massachusetts Bay to Duxbury Beach, being at least a third longer than the "ATLANTIC CABLE".

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A Dispatch in common parlance conveys the idea of a recorded or written message of intelligent thought. But the signals are other and various for proof of constant connection, as well as the instruments used in registering the same. A transmission occupies scarcely any appreciable time.

The operators quote it at a quarter of a second from shore to shore.

Something of a percentage is suggested by intervening repetitions, but twelve thousand miles per second is fast enough for DUXBURY to "begin on". These are but commonplace observations noticeable to an outsider. The invention, ingenuity, tact and indomitable surmountings of apparent impossibilities involved in this business of marine cable laying is a moral and a wonder to those even moderately acquainted with the obstacles and hindrances constantly imposed and repeated by air, wind and water. Hence all the more honor to those whose sharply disciplined minds, whose exhausted resources of judgement, tact, native wit and multitudinous experiment to compass sea and land with instantaneous communications. Daily dispatches are now being received, but the operators are under orders of privacy.

LAND LINES.

A ditch cable runs due west from the Hummock station about one and a half miles across the marshes and channels of the back bay to the base of the high hill sand hills, prominent and foremost of which is "Pine Hill", thence southerly along a narrow street to the old Bank House at "The Point", near Blue Fish River bridge. This was completed on Wednesday last at 12M. A land line newly constructed to KINGSTON connects with PLYMOUTH, NEW BEDFORD and NEW YORK. The direct land line from Boston via the Old Colony Road, was also completed on Wednesday. At the Hummock Station a sentinel operator will be constantly posted. The main station at the Point will ordinarily receive and transmit dispatches. A corps of English operators are already in possession and readiness, consisting of R.T. Brown Superintendent; Mr. GAINES, Clerk in charge; Messrs. Benson, Needham, Davis, Collicott, G.A. GREEN, A.E. GREEN, and R. Sanderson operators; Mr. Galignant, accountant; Mr. Chas. Guttriss, mechanic. These gentlemen are all Englishmen, and have just arrived to take charge of this terminus.

RECEPTION ARRANGEMENTS.

On Saturday the officers of the ships were received and entertained by the citizens, strict orders not allowing them to remain until the formal dinner in view. Some of the executive managers left immediately for Niagara for needed rest. A public dinner was given to Sir James Anderson at the REVERE House in Boston, he having arrived from Halifax in the Cunard steamer, leaving the cable fleet after its successful landing at St. Pierre.

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The reporters had carelessly given circulation to the item that the reception would take place on Saturday, and the French Minister with several members of the Company and Legation attaches came from New York to Duxbury. Rumor assigned the imperial official seat on the trunk rack of Brooks' coach. Returning to Boston in disgust for such democratic conveyance and dust, he has not since reported for duty.

DUXBURY RECEPTION.

On Monday evening a citizens meeting was called to provide some fitting recognition of the important event that had brought the antiquated and somewhat forsaken town into such notoriety; also to give a hearty welcome to the distinguished strangers providentially cast upon their hospitable shores. The lack of, absolute means, material and hotel accommodations was painfully apparent, but this only appealed more forceably to native spirit and local pride in the hospitable traditions of "OLD PORT". The public spirit of their new and wealthy citizens, Mr. Wright, came to their aid. He gave up his splendid mansion, with its princely accommodations, his carriages, and his purse, to this service. The voluntary subscription was generously aided by Isaac Keene and Harrison Loring. It was voted to inaugurate a public festival, dinner, &c. The following committee was organized, viz; S.N. Gifford, John S. Loring, Isaac Keene, C. B. Thomas, Allen Prior, ALFRED Drew, Walter Thompson, Jas. Wilder, Johnathan Ford, and Calvin Pratt. With nothing but energy they went to work. The site chosen overlooks the sea, the telegraph landing, stations, and connecting line, the entire village and line of coast. The largest tent available was procured, invitations sent to the State and city executive departments, at short notice it is true but only a signal day intervened after the arrival, except Sunday, with one mail.

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earliest point of the motley, interesting group. The boats were soon ashore, many of us were allowed to return with them. The officers particularly entertaining the company and probably themselves at the curious and oftentimes ill-advised questioning, answering, patiently as best they could. The Managers, Jaines, Brown, Hill, and others consulted with, Smith, Varley and the ship's officers. It was decided to avail them selves of such a rare absence of "swell" and land the cable at once. The last signals were made, the two inch wire that linked shore to shore severed after leaving a return signal from the Emperor and the wife of the consulting electrician, Mr. Varley. Two large boats were lashed together parrallel, with a blank platform 12 or 15 feet square built over both, and the cable was coiled on this in a ten foot circle. Hearty and cheery the chorus of "Rolling River" rang out from the hard English crew as the boats neared the shore, and as keel indented sand, the assembled crowd, in obedience to the call of Hon. S.H. Gifford, sent up three hearty cheers of welcome. Collector Russell, who had come up as an apparition, from the half son of Neptune as he is, with Messrs. Gifford, the editor, hereod and others, seized and tugged away with a will at the serpent of the deep. The score of brawny arms around us were not entirely relieved of the labor; indeed they did not seem to be conscious of the additional lift, but bore it up the "plum hills" to the station house on the shore side of the Hummock under its lee. The batteries were again adjusted and the connection pronounced all right. The operators appeared satisfied, and so were we, without pressing for a verbatim copy of the dispatch, having a healthy suspicion of "first dispatches" since the long unanswered query of the anatomical poet as to the whereabouts of that "blue nosed" myth, De Laudy.

The Cable.

The cable is composed of a single wire, which does the real work, a trifle larger than the usual land wire. The rest of the two inch diameter is simply protective. First is the gutta percha hose or sheathing for insulation from water. Around the -se are a succession of small wires twisted, and over the whole a plaited diamond braid of one - eight inch wire. With all this metallic twisting and wrapping, the ductability of the cable, now the size of the fore-arm, is such that it coils itself conveniently within a five foot radius. The regular sea cable is much lighter though substantially the same in principle. The splicing is rapidly done by stripping down the centre wire, lapping its ends and soldering. Strips of gutta percha fused and cemented around the outside layers, wound and inter woven so skilfully that the splice is hardly noticeable.

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When one mile from shore, the Scandarea veered broadsides to shore, showing her long low hull of 5000 tons burthen, standing northward till nearly abreast of the station where she dropped anchor; the Chiltern forging ahead wung round and anchored.

THE LANDING.

Joshua Freeman had discovered the steamers at 10 a.m. and hoisted the signal. At eleven the news was general in Duxbury, and an excitement produced that woke up the old town from its Rip Van Winkle sleep of half a century. There was mounting in hot haste and running to and fro, with a universal rush of house occupants to the streets as if an earth quake had emptied them pell mell. The reporters rushed to Sampson's stables for the promised steeds vying with the fleet thoroughbreds of Wright's stud in dray and barouche, on a John Gilpin ten mile race round the marshes to Rouse's Eummock and the Beach. (Our friend, the veteran Ball, of the Traveller, stole a march on his Bohemian brethren.)

Better comprehending the situation, he stationed himself on Look-out Hill, captured by buttonhole attack the first official from the ships, pumped him to a collapse of all facts of voyage, landing, condition, ships, etc., striking a bee line across "Mayor's" pasture for Kingston depot in time to transmit the Traveller's advance dispatch of Friday P.M., announcing the successful completion of the Continental telegraphic Union.

On the Beach.

An animated scene presented itself. Nature herself here reverts in marine views of rare beauty. For ten miles away the wide rolling beach sweeps in long unbroken crescent. The deep blue sea, now hushed to unruffled calm, seemed to sleep in the setting sunlight conscious of the delicate operation to be performed on its heaving bosom, giving willing assent by schooling itself to unusual quiet.

Just off shore lay the grim ships, resting after the long struggle. A hundred minature sail flitting about in the sunlight, the School Ship sharp on the wind hovering kindly near as possible with official welcome, a revenue tug puffing by Brandt Rock, as if inspired with the impatience and "double quick" of its master, the Collector, to be on "time". A gathering circle of vehicles of all styles and types, with hundreds of men, women, and children, clearing fences, ditches walls and hedges at a jump, leaving haying, hoeing, and housekeeping, to join the privileged throng. These and similar were the

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THE TELEGRAPH MAINTENANCE CO.

This is a powerful stock Company . covering a vast range of business in the various departments of manufacturing cable wire ., land and marine, cable instruments, and fitting ships and machinery for the successful laying of the same. The corps of employees number the most distinguished and experienced engineers, constructors, mechanics, electricians, marine commanders, and business managers known to the times. Their foundries, mechanism, ships, theories, and practice embody the collective science, wisdom of the age , also the experience in telegraphs and the construction and working of the same. Across the Atlantic, the English Channel, North Mediterranean, Red, Oriental, and Caribbean seas, the gigantic ships have spun out from their dark hulls the coiled track along whose magic lines through mid-ocean human thought, purpose and experience flash forth, unimpeded by time or distance, in the service of an advanced civilization, universal commercial and cosmopolitan intercourse.

THE TRANSIT.

The "GREAT EASTERN" is the only ship capable of carrying sufficient cable to make the ocean transit. She left BREST on the 20th. of June. Coiled in three tanks, twenty thousand tons of serpentine wire are ready to pay out coil after coil sliding from her hole , through hatches, along deck, and over the stern by means of improved machines that make the perilous work a matter of far less risk than formerly . Five or six miles an hour or one hundred and twenty per day is the maximum speed. Three times on the way communication was lost . By under-running, the cause was ascertained to be uniformly the same, viz: imperfect insulation by means of punctures in the gutta serena sheath, inviting suspicion of "fool play" . Once in two thousand four hundred fathoms, or two and a half miles , it was successfully cut , buoyed and re-spliced. Arrived at St. Pierre the 12th of July . Hence the Great Eastern returned after landing the shore end of the cable. From St. Pierre the fleet consisted of the ships War, Corrie, Scandarea, and Chiltern. The first experienced some trouble from rough weather. After the CORRIE had run its quota, the cable was re-spliced on the Scandarea, and in turn on the Chiltern, which on arrival about twenty miles spare cable. The navigation and pilotage was the perfection of science and experience. July 23rd. Highland Light bore south , running an air line without detour to the destined landing. At this point to thirty miles off shore the heavy cable or shore end was spliced and the Chiltern , piloted by her Consort, ran boldly for land under the charge of GEORGE Sampson of Cut River, coast pilot, who left shore at 2 A.M. in a small boat under orders to watch for her arrival. With DUXBURY COURT HOUSE for a mark , they stood head on for the shore two miles south of the Hummock to clear Lowland Ledge.